

**From:** [kabannon@comcast.net](mailto:kabannon@comcast.net)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] QUESTIONS about October 27 Meeting  
**Date:** Sunday, June 20, 2021 6:47:05 PM

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**WARNING:** External email. Links or attachments may be unsafe.

Dear Commissioners

You need to find somewhere else to build your airport employee parking lot. For over 40 years that land was promised to the community as park and open space. For over 40 years the Port of Seattle has tried to welch on the promise of maintaining park use south of 136 ST throwing out all sorts of facility plans and sneaky attempts to change the land use. There is no nice way to put this. The people of the south end have sacrificed enough for the sake of the rest of the state of Washington by providing a home for the airport. It is time to relieve the burden of those people and stop adding to the sacrifice. Leave the open space as park as promised and find somewhere else to park cars. You need to change tacks. A good faith gesture is to eliminate this site from your NEPA/SEPA study.

A second thing to do is to add my name and contact information to the NEPA/SEPA list.

Kevin Bannon  
4637 S 168 ST  
Seatac

**From:** [Wanda Culp](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] Seattle-Alaska Restart Cruise  
**Date:** Tuesday, June 22, 2021 7:01:22 PM

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Dear Port Seattle,

After waiting all afternoon for your phone call enabling me to testify today, i checked my email and saw it was mail-demon as undeliverable. When i hit on the link, it only used half of it and i did not notice when i sent you a message with my phone number before 8 this morning.

Please allow my written testimony, if you would forward it on to the proper place, it would be greatly appreciated.

My name is Wanda Culp, I am Tlingit, indigenous to Glacier Bay, my Tlingit name is Kashudoha. Until May 13, i lived in Hoonah's original village town site on Front Street. The state highway runs right through our front yards, cutting through beach front property that all tourist interests think it is theirs to freely absorb for the tourist industry.

When early discussions of tourist visitors into Hoonah, before Icy Strait Point was developed 1 mile out of town, residents welcomed the idea of the small tourist vessels bringing guests among us. Hoonah prepared for tourism in every way possible to be good hosts to those visiting our home land. Already the cruise line industry had corporate control of our small Alaska Native Corporation that developed the tourist destination site at Icy Strait Point.

In 2019, Hoonah had 138 ships visit Hoonah, a population of 800 with inadequate infrastructure for the surge in human needs and community preparedness. Had CV-19 not hit, Hoonah's ISP would have had 211 ships, 500,000 people!!

During the 2020 CV-19 crisis, "necessary workers only" included outside contractors steady employment to new and improved ISP all year round, the plans were kept away from us owners. This month a large dedication ceremony occurred at ISP importing important people for the day. After, CV-19 surfaced in Hoonah's sewer water.

Anchorage Daily News last month revealed that 40-30% of coastal AK Native villages are not allowing themselves to be vaccinated. Because we live in the wild, off the wild resources, our ancient systems differ from mainstream Americans due to differing lifestyles. I have only one kidney and am not going to contaminate it in any way. That is my choice. As long as we all continue safety precautions of every day living exposure, our infection numbers will continue to drop thanks to our ability to control conditions from within.

The cruiseline industry can prepare all they want, yet even those inoculated are

getting CV-19.

Where is our protection when tiny communities as Tlingit-owned Hoonah is the target for cruiseline visitors.

The notion of "jobs" does not go higher than menial low end seasonal with no benefits or guarantee for continued hire. We own the land and the tourism business - we should be managing it, not the cruiseline industry. Local hire is a joke, any riches going into Hoonah are the ones into the tourism business, mostly immigrants. Hoonah Tlingit are the poorest / neediest, as evidence of the broken down condition of the original town site. We have been gutted and good for display only.

There is more at stake than money. We are in the midst of a climate crisis created by oil-dependent industries that create the global warming of today. Cruise ships are cities that have no business imposing and encroaching upon small village ports of ones dependent up a healthy environment to survive. Icy Strait is considered "inside waters" which means it is not exposed to open seas, that water way is considered "Hoonah's breadbasket" for all the food it provides us.

Alaskans are not afraid of re-establishing small local economies. It is the newcomers here to make the fast quick big bucks that are screaming the sky is falling without cruise ships.

Thank you for hearing me out.

Wanda Culp, Kashudoha

**From:** [Sharla Dodd](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] 6/22/21 Regular Meeting Comment  
**Date:** Tuesday, June 22, 2021 8:57:09 AM

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Dear Port of Seattle Staff,

See my written comment for today's regular meeting below. Please summarize as follows:

"Sea-Tac Airport expansion must be halted in the face of the climate crisis-fueled emergencies we are currently experiencing: unprecedented start to the wildfire season, record-breaking heatwave and mega-drought in the west. As Sea-Tac accounts for 43% of King County's CO2 emissions when including radiative forcing, we cannot afford to increase flight capacity but must work toward immediate degrowth."

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Dear Port Commissioners,

My name is Sharla Dodd and I am a lifelong resident of Seattle and increasingly concerned citizen. I was worried when it was 80 degrees on June 1st and all the grass in the city immediately turned to the familiar crispy brown typical of late August summers. We have already broken 90 degrees and this weekend we are set to inch closer to 100. We are in the midst of a record-breaking heatwave, mega-drought in the west and an unprecedentedly early start to the wildfire season. Scientists agree that the climate crisis is driving the heatwave because of increased CO2 in the atmosphere.

In the face of the rapidly changing climate and its likely disastrous outcomes for us as humans, of which we are already beginning to experience, it is unconscionable to move forward with business-as-usual. Rather than fueling these emergencies we should instead focus our energy on mitigation and fight to reduce CO2 emissions effectively and immediately.

The emissions from the burning of fuel pumped at Sea-Tac airport accounts for close to half of King County's total CO2 emissions (approximately 43%). This is according to King County's recent CO2 emission inventory but also factors in radiative forcing (<https://kingcounty.gov/services/environment/climate/actions-strategies/strategic-climate-action-plan/emissions-inventories.aspx>). Increasing flight capacity at Sea-Tac at this time is anathema to the Port's own stated climate goals. As Port Commissioners you have the authority to stop the planned expansion of Sea-Tac airport and move to make CO2 reduction a priority in all Port activities through a strong commitment to degrowth. This is imperative if we hope to have a liveable future and it starts with you, our local decision-makers.

Thank you,  
Sharla Dodd

**From:** [Tyrell Hedlund](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] Comments for 6/22/21 Commission Regular Meeting  
**Date:** Tuesday, June 22, 2021 7:47:13 AM

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Good afternoon, Port Commissioners.

My name is Tyrell Hedlund and I am also a resident of south Seattle.

As we experience a [record-breaking heat wave](#), which will cause another record breaking wildfire season, and according to scientists, this heat wave is fueled by the climate crisis caused by CO2 released into our atmosphere.

You know this. You also know that emissions from burning fuel pumped at Sea-Tac airport is a major source of CO2 in our region: according to King County's most recent CO2 emission inventory, emissions from fuel pumped at Sea-Tac make up about 43% of King County's CO2 emissions.

We are starting another summer of emergency conditions resulting from the climate crisis, I ask that you consider your role in fueling these now regular emergencies. Each of us must do everything we can to reduce CO2 emissions if we wish to have a livable future, this includes *you*. As the people with decision making authority over Sea-Tac, you must take responsibility for these emissions and *halt* any expansion of Sea-Tac airport

Thank you,

Tyrell Hedlund

**From:** [Shaun](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] Alternative Airport Employee Parking Lot  
**Date:** Tuesday, June 22, 2021 10:40:57 AM

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There are many alternative locations on international blvd. There are many existing surface parking lots that are not readily used and are not built to be dense that are closer and more convenient for employees to use. The Port of Seattle could buy these lots for cheaper then turn them into muti story parking facilities. there is also land the port has that is not in use along 28th ave s with abandoned airport buildings that I can confirm are not in use. These could also be used instead of the North Seatac park for a parking facility.

Please let me know how I can chime in and share the exact locations that could be used as alternatives to avoid this senseless destruction of a park that is so useful for citizens in Seatac who do not have many alternative parks in the city and who already suffer from terrible air pollution from the airport as it is.

Thanks,  
Shaun

**From:** [Scott Kruize](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] no parking lot instead of parkland  
**Date:** Tuesday, June 22, 2021 10:54:20 AM

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With all our justified concern about overuse of the automobile, over-addiction to burning fossil fuel, and destruction of the environment, the last thing we should be doing is to take perfectly good forest and trail land in North SeaTac Park and convert it into yet more parking places.

If there is some absolutely pressing need for more parking nearby, it can certainly be done within some existing built-up area. If necessary, parking can always be vertically stacked in multiple stories in a purpose-made excavation. The point is: let's not destroy any more of what's left of our increasing scarce (and stressed!) reasonably green environment.

*Regards, --Scott H. Kruize  
Tukwila Parks Commissioner*

**From:** [Meagan Lass](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] Opposition to North SeaTac park being turned into a parking lot  
**Date:** Tuesday, June 22, 2021 8:57:23 AM

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Hello,

My name is Meagan Lass and I live near north SeaTac park, an invaluable area of forested land that is used in large numbers every single day by our community. I own property at 13406 24th avenue south and use this area almost daily for long walks with my dog. I see firsthand the positive impact this space has on our community- improved air quality, noise and pollution reduction, healthy wildlife and plant habitat, recreation facilities for adults and children alike. A place for people to walk their dogs, to teach their children how to ride their bikes for the first time, for local sporting events. A place for people to gather, safely, outdoors with common interests be that biking, remote car racing, nature walks, habitat restoration, and so much more.

This forested area is the natural heart of this community and removing it for a parking lot would be a travesty. It is unnecessary and counterproductive to the needs of our neighborhood. There is a current parking lot for airport employees further south on 24th avenue that can and should be built upon to expand; that would not require the removal of such a vital natural resource. It would provide additional parking spaces for employees while having a lesser impact on the people that live and vote in this neighborhood and the city of SeaTac.

I urge you to do the right thing that is in line with the needs of the community as well as your mission to maintain projects that do not negatively affect the environment and choose another location for additional parking. I would also note that taxpayers have already paid for public transportation that goes directly to the airport and it would behoove the short term and long term growth plans to incentivize public transportation usage for airport employees.

Please, for the good of our community and environment, don't pave over our forest. Don't pave over our playgrounds, our animals, our trees and vegetation. Don't pave over our trails. Don't pave over the heart of this neighborhood.

Thank you,  
Meagan Lass



POS Commissioner's Meeting, June 22, 2021, Public Comment by Bernedine Lund, resident of Federal Way and volunteer for 350 Seattle aviation group

**Request:** When doing projections for future flights, infrastructure, etc., please consider how electric planes will change transportation, including number of runways, parking lots, and roads, etc. See a short summary of the recent Commercial Aviation Coordinating Commission (CACC) meeting below. The moderator spoke about what will be needed in 2100 and not just 2050. Each of the speakers talked about a future of point to point transport and travel rather than the use of large hub airports. See too the Q&A at the end. Based on their talks and also the recent PBS Nova program, Great Electric Airplane Race, it seems that electric flight is coming soon and it will impact many travel activities in the future.

**Commercial Aviation Coordinating Commission (CACC) webinar June 15, 2021, abbreviated notes:**

**Speaker 1: Edgar Valdez, UPS** explained how UPS began using electric drones in 2019. The UPS flight and UAS (unmanned aircraft system) can carry up to 7500 lbs and fly up to 250 nautical miles, giving relief to hubs with direct point to point flights. The new electrical vertical take-off and landing (eVTOL) can lead to many changes. (See picture of unique landing and take-off area on back of page.)

**Speaker 2: Nathan Trail, Dir State and Local Policy Hyundai Urban Air Mobility (UAM)** is focusing on developing multi-mobile solutions that use UAM. For the Puget Sound region, it would connect urban, suburban and rural areas separated by water. Infrastructure investment is needed so advocating for public-private funding for development.

**Speaker 3 - Roel Ganzarski, CEO magniX**, which developed electric engines, currently used in planes made in Everett. Overall in the US about 50% of flights are less than 500 miles. The electric planes can use the 176 runways currently in the state rather than building new infrastructure, starting use of planes as early as 2 years. Need tax incentives as done in Europe and UK.

**Q&A**

Qx: Do we need large new airport?

A: Electric planes could fly to other hubs than Seattle, such as Portland, Salt Lake City, Vancouver BC.

Qx: End product is zero emissions. What does it take to create the electric energy, etc.?

A. There are 75% less emissions across the creation of electric energy than other fuel.

Qx: What advice would you give communities that are interested in electrification?

A: Set up a collaborative forum for communication to determine how the transportation system would work. E.g., if airports want electric flights at their airport, bring in large source of electricity, set up to transport to other areas, etc.

Qx: What would you recommend to legislators?

A: Require all flights under certain mileage be zero emissions. Need to create policy and industry will meet the challenge. Note: Alaska rep pointed out that incentives work better than hard lines.

Qx . In about a year the local committees will need to vote on where to put a new airport to fill the PSRC projected flight deficit.

A. Determine if 500,000 flights are really needed. For flights over 500 miles, need SAF in interim until better fuel is available.

A: Look at Europe: in 2 years pre-Covid, Scandinavia Airline lost 10% ticket sales because current generation was embarrassed fly on emissions flights. People will make different choices than what they do now.

Picture of site for eVTOL aircraft that do not need runways:



**From:** [Sarah Shifley](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] Comments for 6/22/21 Commission Regular Meeting  
**Date:** Tuesday, June 22, 2021 5:35:20 AM

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Dear Port of Seattle Staff,

Below is a written comment for today's regular meeting. Please summarize it as follows:

Our region is currently facing a record-breaking heat wave that scientists predict will lead to a "mega drought" and intense wildfire season. This heat wave is being exacerbated by the climate crisis, which in turn is caused by CO2 emissions in our atmosphere. Sea-Tac is a major contributor to the climate crisis: factoring in radiative forcing and including all fuel pumped, over 40% of King County's CO2 emissions come from the burning of fuel pumped at Sea-Tac. As the people with decision making authority over Sea-Tac, you must take responsibility for these emissions and *halt* any expansion of Sea-Tac airport. Thank you.

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Good afternoon, Port Commissioners.

My name is Sarah Shifley and I am a volunteer with 350 Seattle's Aviation Team. I am also a resident of south Seattle.

We are currently experiencing a [record-breaking heat wave](#), which is predicted to cause a "mega-drought" and intense wildfire season. According to scientists, the heat wave is being fueled by the climate crisis, which is caused by CO2 in our atmosphere.

Of course, you already know this. You also know that emissions from the burning of fuel pumped at Sea-Tac airport is a major source of CO2 in our region: according to King County's most recent CO2 emission inventory, and factoring in [radiative forcing](#), emissions from fuel pumped at Sea-Tac make up about 43% of King County's CO2 emissions.

As we enter into another summer of emergency conditions resulting from the climate crisis, I ask that you consider your role in fueling these now regular emergencies. Each of us must do everything we can to reduce CO2 emissions if we wish to have a livable future, and that includes *you*. As the people with decision making authority over Sea-Tac, you must take responsibility for these emissions and *halt* any expansion of Sea-Tac airport

Thank you,  
Sarah



**From:** [Russ @ Gmail](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] Re: Public Comment at Tomorrow's Port of Seattle Commission Meeting  
**Date:** Tuesday, June 22, 2021 12:44:06 PM

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I was unable to complete my comments within the time allowed during today's Port Commission meeting.

I would like to submit this full comment.

Thank you.  
Russell Stevenson

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Hello Commissioners and all who are in attendance.

My name is Russell Stevenson. I am bringing this topic to your attention once again. I had made public comment on this matter in early 2019. From the sounds of Mr. Metruck's report, this topic has the Port's attention which is refreshing to hear.

To review -

My company owns and operates the weekly Bike Race Series within North SeaTac Park(NSP); "[Wednesday Night Worlds](#)". We are now in our 8th season of racing.

These are fun, family-friendly bike events that draw large numbers(over 250 participants weekly) of devoted cyclists from all around King County. Our presence in the park helps to showcase the wonderful, naturally preserved park(that is owned by the Port) as a destination for recreation. We, along with other preservation groups, are the stewards of North SeaTac Park, keeping it's trails and natural resources accessible. The Mountain Bike community alone volunteers and devotes countless hours(3-400 annually) to maintain the various public trails along with removing invasive plants to protect the trees. In 2019, the Port granted funds(awarded to the None Profit Evergreen Mountain Bike Alliance) from it's own ACE Fund, allowing continued development of the parks trail network. Today, the condition of NSP has never been better.

I previously publicly stated to the Port Commission the urgency to reconsider the SAMP proposal to remove a large portion(55 acres) of the park from public access to be developed into an Airport employee parking lot. This project, **named L-06**, is currently still on the near term SAMP agenda. At the time, I was thanked by the commission for brining this information forward. I was told that alternatives would be considered. I believe it was commissioner Gregoire that personally thanked me for the presentation, stating that you did not know this parcel of land served the community as it does. It was you, commissioner Calkins, that shared emails with me, stating your commitment to finding alternatives to this proposed parking lot project.

It's 2021. The proposal is still on the SAMP Agenda, without change.

I am here to today to **URGE YOU** to remove this proposal from the SAMP, in whichever way you can.

This development will negatively remove not only the Mountain Bike and Hiking Trails, but also damage our environment and public green space. It's mind blowing to me that this is even considered, considering how huge environmental preservation has become. The first letter in the SAMP stands for Sustainable.

There could not be a more opposite outcome if this development were to happen.

There is a growing concern (more like outrage), among NSP's user groups (including the Cycling, Hiker/Walker, Rugby, Botanical Garden, BMX and RC Car groups) around this proposal, so much so that a petition has been endorsed by well over 1100 King County residents/voters. Several news groups have picked up on this as well, including Westside Seattle, The Seattle Times and most recently, King 5 News. This has the potential to be a PR nightmare for the Port. In an election year, I suspect that's not something any of you want to deal with.

I ask each of you, once again, as elected representatives, that serve the public, to do what is right and make a commitment **now** to remove this proposal **regardless of the FAA's determination**. I believe you can do this by adopting a resolution to remove the L-06 proposal and instead pursue building a parking garage on the **existing port employee parking lot** (which is around 40 acres of existing pavement). I would also ask the commission to find **a permanent solution to protecting NSP from any future development**.

NSP is a very special place for so many South King County residents. As urban green spaces continue to shrink, it's more important than ever to preserve and protect the ones we have. Our residents need accessible public spaces to recreate in, now more than ever. NSP has already been targeted as the next big regional MTB destination. There is the potential to develop this space into one of our region's premier cycling parks. The City of SeaTac is ready to commit to this. Evergreen MTB Alliance (a group the Port has already funded) is ready to expand the parks trail network. Local preservation groups are committed to preserving the parks forest and ecosystem. I am asking the Port to make its own commitment now.

I appreciate it if you could personally get back to me with your decision **before** your next commission meeting.

Thank you for the opportunity to provide public comment. I'm looking forward to your response.

Russell Stevenson  
Director | [NW MTB Series](#)

On Jun 21, 2021, at 1:23 PM, Commission-Public-Records <[commission-public-records@portseattle.org](mailto:commission-public-records@portseattle.org)> wrote:

Thank you for signing up to give public comment via MS Teams at the June 22, 2021, Port of Seattle Special Commission meeting.

Join us via your mobile or laptop device on through Teams or call into the number provided below at **11:40 a.m. PST** on Tuesday June 22, 2021 in order to be marked present and ready to speak. A member of port staff will join the call to take a roll call of the names we have listed and go over the procedure. Please plan to call from a location with as little background noise as possible.

You should expect to be on the line for between 30-60 minutes as we dispose of preliminary business on the agenda and we hear from other public commenters. While it's not possible for us to predict how many people will comment on June 22, we expect individual comment time to be limited to two minutes and all rules of order and decorum will apply as usual.

If you have any questions please let us know. We appreciate your dedication to public health and your interest in participating in the Port of Seattle Commission meeting.

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Port of Seattle

**Commission Records**

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<image001.png>

NOTICE: This message and related responses may be subject to disclosure under RCW 42.56, regardless of any claim of privilege or confidentiality asserted by an external party.

**From:** [Jordan Van Voast](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** Re: [EXTERNAL] Public comment  
**Date:** Monday, June 21, 2021 7:10:05 PM

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Here is a copy of my testimony I plan to speak (as much as time permits):

Good afternoon Commissioners and Port Staff, My name is Jordan Van Voast. I am a member of the group Seattle Cruise Control, a parent, and an advocate for those who can't be here, including other species of living beings, who have just as much of a right to a sustainable ecology (including climate) as human beings.

The heat dome that has smashed temperature records across the western U.S. is about to take up residence here in Washington state, with 3 days above 90 degrees predicted next week. Scientists have long predicted the effects of our global economy's reliance on the burning of fossil fuels, and because their intellectual training does not allow them to engage in rationalizing strategies which deny the immediacy of the climate emergency, climatologists are increasingly suffering from eco-anxiety disorders.

In the Seattle area, it is common to see people with yard signs that say: "In this home we believe in science." But do we really believe in science or are we so wedded to fairy tales of economic growth and recovery that we are willing to rationalize the supposed benefits of the cruise ship business model, downplaying the climate emissions, air and water pollution, marine noise, overtourism, tax evasion, and abusive labor practices, instead of urgently strategizing a just transition away from this toxic industry.

With three of you facing challengers in the August 3<sup>rd</sup> primary election, of course, the voters will have their say in which path we choose, though it is my sincere wish that instead of prioritizing your own self interest to gain reelection, you will use the privilege and public trust of being in a position of leadership to face the reality of the climate emergency and start building a truly sustainable future now, before it is too late for our children.

Recently I read a glowing update on the Port website filed under "Countdown to Cruise" which highlighted the benefits of the cruise industry to the Huna Tlingit.[i]

As a white person who has benefited from racism and colonialism, it is not my place to criticize the sovereign rights of indigenous communities as they make decisions on how to generate revenue to meet the very real survival needs of their people. However, I would point out that historically, white colonial power structures has frequently employed a shameful tactic of dividing native communities by promising benefits to those within the tribe who are willing to accept such benefits, negotiating business deals for resources such as trees/forests, gas pipeline corridors, docking privileges for cruise ships, etc. This is the reality of disaster capitalism which forces indigenous communities and working class people everywhere, to participate in a dying economic paradigm because no alternatives



exist. Until there are alternative business opportunities for tribes and real progress on reparations (financial and land), how can we expect them to make any other decision but to accept a cut of the profits of capitalist enterprises like cruise. Celebrating that as an implied endorsement of our world view, our economics, our consumption habits, is only a sign of our ignorance of indigenous spirituality which exists even in the collective unconscious of white people.

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*[i] Communities in Alaska also face severe economic hardship without a typical cruise season. For example, several vessels that depart from the Port of Seattle stop in Alaska at Icy Strait Point, a privately owned historical town and cruise ship destination owned by the Huna Tlingit. All profits derived from Icy Strait Point benefit the Huna Tlingit people as well as the community of Hoonah. The local community benefits directly from the dollars spent, through employment opportunities with preference for local hire, and entrepreneurship opportunities from the establishment of tourism in Hoonah, sales tax, and head tax.*

On Mon, Jun 21, 2021 at 4:56 PM Commission-Public-Records <[commission-public-records@portseattle.org](mailto:commission-public-records@portseattle.org)> wrote:

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**From:** Jordan Van Voast <[jordanvvvv@gmail.com](mailto:jordanvvvv@gmail.com)>

**Sent:** Monday, June 21, 2021 4:52 PM

**To:** Commission-Public-Records <[commission-public-records@portseattle.org](mailto:commission-public-records@portseattle.org)>

**Subject:** [EXTERNAL] Public comment

**WARNING:** External email. Links or attachments may be unsafe.

Please sign me up for public comment for 6/22 session. Topic: Port emissions and Climate Emergency

thank you,

Jordan

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Every single act of kindness makes all the difference in the world.

Jordan Van Voast, Licensed Acupuncturist  
social entrepreneur, dreamer, he/him  
CommuniChi Acupuncture Clinic

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[www.communichi.org](http://www.communichi.org)

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Jordan Van Voast, Licensed Acupuncturist  
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[www.communichi.org](http://www.communichi.org)

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**From:** Zerr, Robb (COM) <[robb.zerr@commerce.wa.gov](mailto:robb.zerr@commerce.wa.gov)>  
**Sent:** Tuesday, June 22, 2021 9:35 AM  
**To:** ffitch, Eric <[ffitch.E@portseattle.org](mailto:ffitch.E@portseattle.org)>  
**Subject:** [EXTERNAL] RE: possible appearance at Port of Seattle Commission meeting tomorrow?

**WARNING:** External email. Links or attachments may be unsafe.

Good morning,

Here is our written comment for you today.

Pre-COVID, tourism was the state's fourth largest industry, generating more than \$21 billion in annual spending. The impact of the pandemic disproportionately affected tourism, particularly the cruise industry. Seattle is not only a natural gateway for Alaska-bound tourists, but the cruise sub-sector creates natural stopover and extended stay opportunities for visitors to explore other parts of Washington State. Commerce continues to work with its many tourism partners to rebuild the sector. We are pleased to see that the Port of Seattle is also interested in safely reopening the cruise industry and support their efforts to bring tourism back to its pre-pandemic levels.

- Robb

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